

**Belvedere:** November 18, 2004  
*Jerry Butler*

**Corte Madera:** **TO:** Transportation Authority of Marin Commissioners  
*Melissa Gill*

**Fairfax:** **RE:** Measure A Funding Request From Marin County Transit District, Funding  
*Lew Tremaine* Agreement with the County of Marin, Budget Amendments – Agenda  
Item 7

**Larkspur:** Dear Commissioners:  
*Joan Lundstrom*

**Mill Valley:** Measure A was approved by the voters on November 2, 2004. The tax will be  
*Dick Swanson* imposed on April 1, 2005, with cash receipts accruing to TAM starting in June,  
2005. Attached is Page 7 from the expenditure plan describing Strategy 1, and  
**Novato:** a letter from Marin County Transit District requesting Measure A funding for  
*Pat Eklund* existing programs. Attached to the letter are details of expenditures and  
revenues for Strategy 1, Programs 1, 2, and 3.

**Ross:**  
*Tom Byrnes*

**San Anselmo:** The attached spreadsheet, "Measure A cash flow," provides a short term funding  
*Peter Breen* strategy for Measure A programs starting on November 2, 2005. To achieve this  
cash flow, two actions are required, a Resolution Authorizing a Request to  
**San Rafael:** Borrow funds in the current fiscal year (a dry period loan) and a Funding  
*Al Boro* Agreement with the County of Marin for expenses this fiscal year that will be  
funded with next fiscal years tax proceeds. A dry period loan can be requested  
**Sausalito:** from the County for up to 80% of projected revenues. Interest on the Funding  
*Amy Belser* Agreement with the County of Marin is expected to be less than 2%.

**Tiburon:** For this short period, some of the Measure A programs will receive funding and  
*Alice Fredericks* some will not. During this same time period, TAM will develop its five-year  
Strategic Plan, that will balance the cash flows, and provide a schedule for  
implementation of other programs.

**County of Marin:**  
*Susan Adams*  
*Hal Brown*  
*Steve Kinsey*  
*Cynthia Murray*  
*Annette Rose*

### **Recommendation**

1. Review and concur on the short term funding strategy contained in the attached spreadsheet titled, "Measure A cash flow."
2. Approve the Resolution Authorizing a Request To Borrow Funds for the amount of \$1,300,000.
3. Authorize the Chair to execute the Funding Agreement with the County of Marin for the amount of \$800,000.
4. Increase FY 2004/05 budgeted revenue by \$1,650,000 in projected sales tax proceeds and \$800,000 in loan proceeds.
5. Increase FY 2004/05 budgeted expenditures for Administration, Strategy 1, Programs 1, 2, and 3 as outlined in "Measure A cash flow," and interest payments on the Funding Agreement of \$12,000.

Respectfully Submitted,

Craig Tackabery  
Executive Director

Attachments:

1. Page 7 from Expenditure Plan
2. November 10, 2004 letter from MCTD
3. Measure A cash flow
4. Resolution Authorizing A Request to Borrow Funds
5. Funding Agreement with the County of Marin

<b>Strategy #1</b>	<b>%</b>	<b>Est. 20-year revenue (\$Millions)</b>
<b>Develop a seamless local bus transit system that improves mobility and serves community needs, including special transit for seniors and the disabled (paratransit services).</b>	<b>55%</b>	<b>\$182.38 M</b>
<i>What can local bus transit funds be used for?</i>		
<b>1. Maintain and expand local bus transit service</b> <ul style="list-style-type: none"> <li>• Maintain and expand existing levels of bus transit service throughout Marin County</li> <li>• Improve frequency of bus service in high volume corridors</li> <li>• Improve bus service between Marin County and San Francisco</li> <li>• Provide new small bus service and community-based shuttles in many neighborhoods</li> <li>• Restore night service as demand requires</li> <li>• Provide school bus service enhancements</li> </ul>	37.0%	\$122.69 M
<b>2. Maintain and expand the rural bus transit system</b> <ul style="list-style-type: none"> <li>• Expand Stage Coach service to and from West Marin</li> </ul>	3%	\$9.95 M
<b>3. Maintain and expand transit services and programs for those with special needs – seniors, persons with disabilities, youth, and low-income residents</b> <ul style="list-style-type: none"> <li>• Maintain and expand services for seniors and persons with disabilities currently provided by Whistlestop Wheels</li> <li>• Provide supplemental taxi services</li> <li>• Expand group transportation and shuttle services focused on seniors</li> <li>• Provide fare discounts for very low-income residents, including youth, seniors, and persons with disabilities</li> </ul>	9%	\$29.84 M
<b>4. Invest in bus transit facilities for a clean and efficient transit system</b> <ul style="list-style-type: none"> <li>• Build bus transit hubs in Novato and Southern Marin</li> <li>• Purchase clean fuel vehicles</li> <li>• Improve bus transit stop amenities (e.g., bike racks, shelters, benches, etc.)</li> </ul>	6%	\$19.90 M
<b>TOTAL</b>	<b>55%</b>	<b>\$182.38 M</b>



# **MARIN COUNTY TRANSIT DISTRICT**

**3501 Civic Center Drive, Room 304, San Rafael, California 94903**  
**Telephone (415) 499-6099 • FAX (415) 499-6939 • TDD (415) 499-6172**

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## **Board of Directors**

November 10, 2004

### **Steve Kinsey**

President  
Supervisor District 4

### **Harold C. Brown, Jr.**

Vice President  
Supervisor District 2

### **Susan Adams**

2<sup>nd</sup> Vice President  
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Supervisor District 5

### **Annette Rose**

Director  
Supervisor District 3

### **Barbara Heller**

Director  
City of San Rafael

### **Dick Swanson**

Director  
City of Mill Valley

Craig Tackabery  
Executive Director  
Transportation Authority of Marin  
P.O. Box 4186  
San Rafael, CA 94913-4186

Dear Mr. Tackabery:

On behalf of the Marin County Transit District (MCTD) Board, we congratulate the Transportation Authority of Marin (TAM) on the passage of Measure A.

The Transportation Sales Tax Expenditure Plan (Expenditure Plan) provides funding in Strategy 1 for local transit services to maintain and expand a variety of services. The Expenditure Plan requires MCTD to develop a Short Range Transit Plan. We have already started the first steps towards this effort by contracting with a consulting firm to prepare a detailed analysis (a "report card") of the existing fixed route transit system using the criteria outlined in the Expenditure Plan on Page 6. We intend to work closely with you to ensure our transit system is cost effective in meeting the goals of the Expenditure Plan, and to provide you with the necessary data to prepare your Strategic Plan as required under the Expenditure Plan.

We request Measure A funding for existing programs while both agencies prepare plans as outlined above. The total amount required to maintain existing services levels through FY 2005/06 and develop the Short Range Transit Plan is \$9,359,000. The attached spreadsheets indicate our expenses, revenues, and sales tax fund needs through the end of Fiscal Year 2005/06 for Programs 1, 2, and 3 of Strategy 1. We are not requesting any funding for Program 4 - **Invest in bus transit facilities for a clean and efficient transit system** - of Strategy 1 in advance of completion of the Short Range Transit Plan.

### **Summary of Program 1**

The request for Program 1 - **Maintain and expand local bus transit service** for \$7,115,000 over the two years will fund fixed route transit service under an agreement between MCTD and Golden Gate Bridge, Highway, and Transportation District (District). This agreement is scheduled for adoption by GGBHTD on November 19 and MCTD on November 23. The approval by MCTD is contingent on obtaining an allocation of Measure A funds at your November 18 meeting.

The agreement between MCTD and District will provides that District will operate the MCTD Local Service Routes listed in Attachment B through April 30, 2006. It  
F:\CMA\Staff Reports\112304 TAMrequest for funding.doc

is expected that considerable changes will be desired as a result of the planning efforts involved in MCTD's Short Range Transit Plan. As a result of this evaluation, it may be determined that service should be implemented by a different provider starting May 1, 2006

This is a very important funding agreement, and I provide the following summary:

## **Background**

The negotiations subcommittee of the Marin County Transit District recommends that your board approve an 18-month agreement with Golden Gate Transit District governing provision of local bus and paratransit services, effective November 1, 2004, through April 30, 2006.

During the past year, a group of four Golden Gate Transit, Highway and Transportation District directors and three Marin County Transit District (MCTD) directors have worked to develop a deeper understanding of the operating characteristics of the local Marin bus service and to better understand the financial aspects of the historical and current costs associated with providing transit services. This effort is the basis for a new agreement to govern the contractual relationship between Golden Gate Transit and MCTD.

After extensive review and discussion of the relationship and the service and the costs of the service, it became apparent that a long-term continuation of our current relationship was not financially sustainable for either agency. Therefore, in a spirit of cooperation with a sincere focus on doing the best possible for our shared customers, MCTD and Golden Gate Transit have agreed to recommend an 18-month contract for both local bus service and for intra-county paratransit services associated with inter-county routes. During the first twelve months of this contract period, both agencies will examine opportunities to address the long-term sustainability of the transit network within Marin County. The outcome of this further work will either be a continuation of a contractual relationship under terms to be negotiated or a separation of MCTD and Golden Gate Transit. Under such a separation, MCTD could provide local bus service in some other manner than through a contract with Golden Gate Transit.

Under the proposed 18-month agreement, Golden Gate Transit will provide intra-county bus service as a contractor to MCTD. This contract includes a set of principles with regards to issues of responsibility for provision of complementary ADA paratransit services. Your board will consider a second contract for provision of complementary ADA paratransit service that reflects the contract principles document attached to this contract. In both contracts, a key guiding principle for both agencies is to develop a transparent cost and revenue sharing approach that will be easily understood and tracked in the future.

In summary, this contract is an 18-month agreement beginning November 1, 2004, and ending April 30, 2006. The contract requires that the two parties negotiate to continue the contractual relationship or decide to terminate it at the end of the contract period by November 1, 2005, so that each agency has a full six months to implement whatever is ultimately decided is the best long-term course of action.

During this 18-month agreement, MCTD will pay an average hourly rate of \$113 in FY 05 and \$116 in FY 06 for each hour of service provided. MCTD will also be responsible for local service related capital costs, which are projected to be no more than \$70,000 during this period.

MCTD will be responsible for twenty bus routes, all of which begin and end within the county boundaries. By virtue of MCTD ownership of these designated local routes, MCTD will have full responsibility for determining routes, schedules, fares, and operating policies associated with these routes. Concurrently, Golden Gate Transit will own and be responsible for a system of regional routes, all of which operate both in and outside of the county. Golden Gate Transit has also agreed to maintain ownership, for the next 18 months only, of four routes that operate in the U.S. Highway 101 corridor and do not cross a county line. As specified in the contract, Golden Gate Transit will not continue to

own these routes beyond the termination of the contract. These four "transition routes" will become the responsibility of MCTD at the conclusion of the 18-month period.

Historically, Golden Gate Transit has also provided school-related service to three Marin schools by means of a contract between Golden Gate Transit and the schools. These contracts have been at the same rates that are charged to MCTD. These three routes are not included in the 20-routes that MCTD is responsible for under this contract. Golden Gate Transit will be following up with the school districts to provide the new cost information. The schools have already received notice that costs could increase substantially and will be given the new cost figures necessary to complete the current school year. Beyond this year, Golden Gate Transit's Negotiating Committee has told MCTD that they intend to recommend to its Board that it no longer provide local transit services within Marin County except as part of the local services contract with MCTD.

Other key facets of the recommended contract with MCTD require a joint meeting of MCTD and Golden Gate Transit at least twice a year to discuss policy issues associated with the service. Staff will meet on a monthly basis to review both financial and operating information associated with the service.

Local bus service will be paid for by MCTD through a new approach to revenue sharing associated with current revenue sources such as fares, government grants, including Transit Development Act (TDA) funds and State Transit Assistance (STA) funds, and advertising funds. In this approach, MCTD is credited with all fare revenue generated on local bus routes. MCTD is also credited with a percentage of all other revenues received due to the provision of bus service. This amount is based equally on the number of hours of local service provided as a percent of the total and the number of passengers carried as a percent of the total number of passengers carried on both local and regional routes. This results in 26% of all non-fare revenue being credited to MCTD based on current service levels over the 18-month period.

### **Summary of Program 2**

The request for Program 2 - **Maintain and improve the rural bus transit system** for \$264,000 will fund the West Marin Stagecoach under a service agreement with an outside provider. This service is partially funded by a federal grant administered by Caltrans, and they require the service be put out to bid, which will be done in the near future. The funds requested will maintain rural service at current levels during the interim period of evaluation.

### **Summary of Program 3**

The request for Program 3 - **Maintain and expand transit services and programs for those with special needs -- seniors, persons with disabilities, youth, and low-income residents** for \$1,980,000 will fund paratransit at current levels. MCTD is scheduled to approve a service agreement with the current provider, Marin Senior Coordinating Council, for the same period as the contract with GGBHTD at its December 14, 2004 meeting.

In addition to paratransit, funding is requested for other existing special needs programs, which include the Homeward Bound bus ticket program and school student discounts.

MCTD looks forward to working closely with TAM to cost effectively address the transportation needs of Marin residents and fulfill the goals of the Expenditure Plan.

Sincerely,

Amy Van Doren  
Transit Manager

## Cash Flow Analysis (Escalated Dollars)

### Funding for Strategy 1, Program 1 of Transportation Sales Tax Expenditure Plan

Marin County Transit District- Local Fixed Route Cash Flow Only

**Costs according to GGT agreement for 18 months then escalated with CPI, and Revenue inflated by 3.0% per year except as noted**  
**Costs begin at \$113 per hour in first year. After 18 months, costs revert to market rate (\$105 for FY 03/04).**

	<u>Nov-June 05</u>		<u>FY 2005/2006 TOTAL</u>
<b>Contract Expenses</b>			
<u>MCTD Fixed Route Service</u>			
Service Levels (Hours of service)	81,222	(1)	86,893
Hourly Cost	\$113.00	(2)	\$115.00
<u>MCTD Local System Operating</u>			
Contract Cost	\$6,057,537	(3)	\$9,958,945
Capital Contribution to GGT		(11)	\$70,000
EZ Rider Transit Services	\$49,000		\$100,940
<b>MCTD Direct Expenses</b>			
MCTD Salaries and Benefits	\$114,180	(4)	\$176,460
Consultant Contracts	\$188,341	(5)	\$30,000
Other Expenses	\$16,170		\$25,235
<b>Total Direct Expenses</b>	<b>\$318,691</b>		<b>\$231,695</b>
<b>Operating Revenues</b>			
			0
<i>Beginning Balance</i>			\$0
Fixed Route Passenger Fares	\$1,687,539	(6)	\$2,797,090
Transit Development Act (TDA)	\$1,597,789	(7)	\$2,644,652
State Transit Assistance (STA)	\$113,310	(8)	\$187,550
Advertising Revenue from GGT	\$230,769	(9)	\$370,842
Other GGT Revenue	\$41,154	(10)	\$68,117
<b>Total Operating Revenues</b>	<b>\$3,670,562</b>		<b>\$6,068,252</b>
<i>Sales Tax Required</i>	\$2,754,667		\$4,360,621

(1) Assumes an eighteen month contract with a new cost per hour as of July 1, 2005. Seasonal Route 63 service hours are removed and added to Stage cash flow. Subsidies will be adjusted to transfer proportionally to Stage cashflow

(2) Hourly cost based on most recent GGT proposal based on GGT budget, escalated at 2.65% annually

(3) First year cost at new rate begins November 1 (calculated at 66% of annual costs).

(4) Assumes increased salaries (1 full time and 1 part time) person to manage fixed route system. First year, assumes 66% of \$173,000 in additional salaries.

(5) Consulting Support for Fixed Route system. Year 2 is major planning effort.

(6) Assumes 66% of fares on local routes credited in year 1.

(7) TDA revenue associated with local routes. TDA transitions as local hours increases. TDA assumed to increase at 3% per year.

In first year, only 8 months of TDA total is applied. TDA split based on 1 x ferry hours factor.

(8) STA handled in the same way TDA is handled. Grows by 3% per year.

(9) Proportion of advertising revenue increases with increasing hours. Ad revenue assumed to grow at 3% per year. Only 8 months of revenue assigned in first

(10) Other revenue includes phones and leases at SRTC. In first year, only 8 months assigned.

(11) Add 70,00 for capital contribution to support Marin Local Service

## Funding for Strategy 1, Program 2 of the Transportation Sales Tax Expenditure Plan

	STAGE and Route 63 Costs and Revenue Projections							
	DRAFT							
	FY 2004/05				FY 2005/06	FY 2006/07	FY 2007/08	FY 2008/09
	<u>11/1/04- 12/31/04</u>	<u>1/1/05- 2/28/05</u>	<u>3/1/05- 6/31/05</u>	<u>8 Month Total</u>				
<b>Operating Cost</b>								
<u>Service Hours</u>								
<u>Stage</u>		1,000	2,000	3,000	6,000	6,000	6,000	6,000
<u>Route 63</u>	103	NA	415	-	934	934	934	934
<u>Hourly Cost</u>								
<u>Stage</u>		\$46.84	\$51.52		\$53.07	\$54.66	\$56.30	\$57.99
<u>Route 63</u>	\$113.00		\$51.52		\$53.07	\$54.66	\$56.30	\$57.99
<u>Operating Cost</u>								
<u>Stage</u>		\$46,840	\$103,048	\$149,888	\$318,418	\$327,971	\$337,810	\$347,944
<u>Route 63</u>	\$11,639	\$0	\$21,382	\$33,021	\$49,567	\$51,054	\$52,586	\$54,163
<b>Estimated Total Operating Cost</b>	<b>\$11,639</b>	<b>\$46,840</b>	<b>\$124,430</b>	<b>\$182,909</b>	<b>\$367,985</b>	<b>\$379,025</b>	<b>\$390,396</b>	<b>\$402,108</b>
<b>Operating Revenues</b>								
<u>Passenger Fares</u>								
<u>Stage</u>		\$3,333	\$6,667	\$10,000	\$20,000	\$20,000	\$20,000	\$20,000
<u>Route 63</u>	\$1,457		\$5,828	\$7,284	\$13,112	\$13,112	\$13,112	\$13,112
<u>FTA Section 5311</u>								
<u>Stage</u>				\$61,142	\$125,953	\$129,731	\$133,623	\$137,632
<u>Route 63</u>				\$12,210	\$37,000	\$38,110	\$39,253	\$40,431
<b>Subtotal Revenues</b>				<b>\$90,636</b>	<b>\$196,065</b>	<b>\$200,953</b>	<b>\$205,988</b>	<b>\$211,175</b>
<b>Sales Tax Required</b>				<b>\$92,273</b>	<b>\$171,921</b>			

### Notes:

Assumes MCTD begins operating Route 63 in November 2004. Rte 63 assumed to operate March-November.

Assumes Rte 63 is added to MCTD service in November 2004, operated by GGT only to March 2005; then by Stage contractor

Assumes passenger fare revenues remain constant. Will further refine passenger projections and fare revenues in subsequent versions.

2004/05 Sales Tax Revenues assume one-quarter of annual revenue available.

Assumes Stage is fully funded through December 2004

# Funding for Strategy 1, Program 3 of Transportation Sales Tax Expenditure Plan

Cash Flow Analysis (Escalated Dollars): Assumes Sales Tax

Marin County Transit District - Paratransit Service and Special Needs Transportation

	FY 2004/05	FY 2005/06
<b>Paratransit Service (Local)</b>		
<i>Service Hours</i>	44,562	44,562
<i>Contractor Vehicle Hourly Rate</i>	29.96	\$30.65
<i>Contractor Administrative Cost</i>	\$1,047,228	\$1,128,132
Local Paratransit Op Cost	\$2,419,806 (6)	\$2,493,957
Prior Year Paratransit Payment	\$155,483	\$0
<b>Paratransit Service (Intercounty)</b>		
<i>Service Hours</i>	13,958	13,958
<i>Contractor Vehicle Hourly Rate</i>	\$34.50	\$35.29
<i>Contractor Administrative Cost</i>	\$270,804	\$278,928
Intercounty Paratransit Op Cost	\$752,330	\$771,506
GGT Payments for July 04 to November 04	\$144,971	
MCTD Salaries and Benefits	\$182,575 (1)	\$382,402
Consultant Contracts	\$43,000 (1)	\$35,000
General Insurance	\$20,000	\$20,000
Fuel	\$348,000	\$400,200
Central Dispatch (Mera)	\$38,432	\$39,584
Indirect County Overhead	\$28,910	\$29,777
Other expenses	\$9,000	
Misc Fees (Tax administration)	\$31,000	\$31,000
Homeward Bound Bus Tickets	\$75,000	\$75,000
School Student Discount Program	\$180,000	\$377,000
Low Income Discounts	\$0	\$0
Supplemental Taxi Program	\$0	\$0
<b>Total Special Needs</b>	<b>\$5,292,556</b>	<b>\$4,655,427</b>
<b>Operating Revenues</b>		
<i>Beginning Balance</i>	\$486,000 (2)	
Paratransit Fares (Local)	\$172,000	\$177,160
Paratransit Fares (Intercounty)	\$66,000	\$67,980
State Transit Assistance (STA)	\$47,238	\$48,655
Property Tax	\$2,176,742 (3)(7)	\$2,031,622
GGT Fuel Reimbursement	\$86,340	\$86,340
Whistlestop Fuel Reimbursement	\$70,560	\$72,677
Interest	\$1,500	\$1,500
Property Tax Transfer Fees	\$21,000	\$21,000
GGT Paratransit Increase		\$79,659
Payment from GGT for intercounty paratransit	\$686,330 (4)	\$703,526
<b>Total Operating Revenues</b>	<b>\$4,677,760</b>	<b>\$3,290,119</b>
<b>Sales Tax Required</b>	<b>\$614,796</b>	<b>\$1,365,308</b>

- (1) Includes all MCTD salaries with exception of Manager and 1 admin. staff allocated to Fixed Route services starting Nov 1
- (2) Projected FY 04 shortfall of \$114,361 plus \$600,000 loan from County to close the gap for first half of FY05.
- (3) Estimated property tax revenues minus 3% "take down" from Governor's budget in FY 05 and FY 06
- (4) Payment based on paratransit intercounty costs minus passenger fares.
- (5) Assumes collection begins in April 2005. 9% of sales tax revenues allocated to improve specialized transit services
- (6) Assumes 4% growth in driver salaries and 5% growth in
- (7) Net of loans for operating services prior to 11/2/04

MCTD CashFlowAnalysis for Special Needs - 2yr.xls  
Special Needs Budget  
11/10/2004

**Measure A cash flow (in thousands)**

Fiscal year	Revenue	Cash	5% Admin	Bond costs	Net revenue	Strategy 1 Program 1	Strategy 1 Program 2	Strategy 1 Program 3	Strategy 1 Program 4	Strategy 2	Strategy 3 Major Roads	Strategy 3 Local Roads	Strategy 4 Program 1	Strategy 4 Program 2	Strategy 4 Program 3	Reserve	Cumulative Reserve
2004-05	4,950	1,650	248		4,703	2,755	92	615								-2,060	-2,060
2005-06	20,000	19,967	1,000	2,900	16,100	4,360	172	1,365	TBD	TBD	TBD	TBD	531	TBD	TBD	11,003	8,944
2006-07	20,200		1,010	2,500	16,690	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD		
2007-08	20,400		1,020	2,400	16,980	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD		
2008-09	20,600		1,030	2400	17,170	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD		
<b>Total</b>					<b>71643</b>	<b>26508</b>	<b>2149</b>	<b>6448</b>	<b>4299</b>	<b>5373</b>	<b>9493</b>	<b>9493</b>	<b>2364</b>	<b>3009</b>	<b>2507</b>		

Notes:

Strategic plan to be prepared by November 2005 to guide future expenditures.

Bond sale for Gap Closure expected to be timed with STIP allocation in 2005-06

Strategy 1, Program 1 expenses based on MCTD spreadsheet. Investment will be balanced with other investments during the period of the Strategic Plan.

Strategy 1, Program 2 expenses based on MCTD spreadsheet. Investment will be balanced with other investments during the period of the Strategic Plan.

Strategy 1, Program 3 based on MCTD spreadsheet. Investment will be balanced with other investments during the period of the Strategic Plan.

Strategy 1, Program 4 no allocations during 2004-05. Projects to be identified and investment will be balanced with other investments during the period of the Strategic Plan.

Strategy 2 investment will be coordinated with bond and balanced with other investments over the 20-year period in the Strategic Plan.

Strategy 3, Major Roads, no allocation during 2004-05. Projects to be identified and investment will be balanced with other investments during the period of the Strategic Plan

Strategy 3, Local Roads. No allocation in 2004-05. Investment will be balanced with other investments during the period of the Strategic Plan.

Strategy 4, Program 1, County of Marin received TFCA grant for program through June 30, 2004. No allocation in 2004-05, allocation needed in 2005-06 to continue program, investment will be balanced during the period of the Strategic Plan.

Strategy 4, Program 2. No allocation in 2004-05. Locations to be identified and investment will be balanced during the period of the Strategic Plan.

Strategy 4, Program 3, No allocation in 2004-05. Projects to be identified and investment will be balanced during the period of the Strategic Plan.

**RESOLUTION 2004-07**

**RESOLUTION OF THE TRANSPORTATION AUTHORITY OF MARIN  
AUTHORIZING A REQUEST TO BORROW FUNDS**

WHEREAS, Measure A imposing a ½ cent sales tax was approved by the voters on November 2, 2004; and

WHEREAS, the Transportation Authority of Main (TAM) will receive its first tax allocation in June 2004; and

WHEREAS, TAM must pay its monthly expenditures in a timely manner; and

WHEREAS, the purpose of a TAM dry period loan in the event of possible low cash flow due to the implementation of programs contained in the expenditure plan approved in Measure A, would be to afford TAM the opportunity to borrow funds until the receipt of sales tax funds, and the District may need to borrow funds from the County of Marin in order to make said expenditures.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Authority of Marin authorizes a loan request for the amount of \$1,300,000 be submitted to the County of Marin if it is necessary.

PASSED AND ADOPTED this 18th day of November, 2004, by the following vote, to wit:

AYES:

NOES:

ABSENT:

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Steve Kinsey, Chair

Attest:

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Craig Tackabery  
Executive Director

FUNDING AGREEMENT BY AND BETWEEN THE COUNTY OF MARIN, A POLITICAL  
SUBDIVISION OF THE STATE OF CALIFORNIA (COUNTY) AND THE TRANSPORTATION  
AUTHORITY OF MARIN (TAM)

Recitals

WHEREAS:

1. The voters approved Measure A on November 2, 2004 that provides funding for transportation purposes to TAM.
2. The increase in sales tax will occur on April 1, 2005 and TAM will start to receive revenue in June, 2005.
3. TAM needs a bridge loan to fund Measure A programs during the interim period.
4. TAM and COUNTY recognize that implementation of Measure A programs serve a valuable public interest in the County of Marin.
5. COUNTY desires to provide funding to TAM to be used solely to fund costs related to Measure A programs conditioned on TAM'S agreement to reimburse the COUNTY as set forth below.

NOW, THEREFORE, the parties agree as follows:

- A. COUNTY agrees to loan the District the sum of \$800,000 (eight hundred thousand dollars) upon execution of this agreement.
- B. TAM agrees to reimburse COUNTY by paying to COUNTY the amount of \$800,000 (eight hundred thousand dollars) plus interest paid quarterly at the County Treasury fund rate, set forth in sub-paragraph 1, on or before June 30, 2006. TAM reserves the right to pay off this loan at an earlier date, only paying interest on the amount and for the period borrowed.
  1. The first payment is due January 1, 2005 and quarterly thereafter, computed based on an annual average County pool rate for the most current quarter ending prior to the due date. Thus interest due January 1, 2005 is based on the average county pool rate for the period October 1, 2003 through September 30, 2004.
- C. TAM agrees that the funding received herein shall be solely used to fund Measure A programs.
- D. No changes in this agreement shall be valid unless made in writing and signed by the parties herein.
- E. TAM agrees to hold harmless and indemnify County from any and all liabilities, which arise from this agreement.

This agreement is executed by the parties on the date(s) shown below.

COUNTY OF MARIN

TRANSPORTATION AUTHORITY OF MARIN

\_\_\_\_\_  
President

\_\_\_\_\_  
President

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

Approved as to Form:

Approved as to Form:

By: \_\_\_\_\_  
County Counsel

By: \_\_\_\_\_  
Counsel